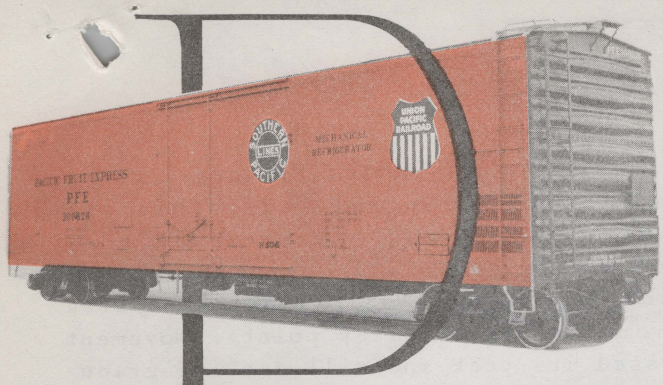
P-12-1



F. E. Dasch

NEWS LETTER

PACIFIC FRUIT EXPRESS COMPANY

SAN FRANCISCO, CALIFORNIA

SEPTEMBER 1960

P.F.E. LOADINGS

	1960			1959		
	PFE Cars	Foreigns	Total	PFE Cars	Foreigns	Total
August	*23,115*	*1,871*	*24,986*	*24,576*	*2,005*	*26,581*
January-August	*193,520*	*22,826*	*216,346*	*203,628*	*26,325*	*229,953*

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CAR SITUATION

Supplies of empty cars on Contract Lines were plentiful throughout first half of September. The eleven-day strike on Pennsylvania Railroad resulted in idling of several hundred PFE cars on that line, and interrupted flow of empty reefers west on other major eastern lines due to burden of handling loaded business that ordinarily would have moved via PRR. General slowing up of empty movement in the east was felt at PFE outer gateways commencing September 10th when empty receipts at Missouri River junctions dwindled from an average movement of 390 to 240 daily which with increased loading in Salinas and San Joaquin Valleys resulted in a shrinking car supply during last half of September.

CROP CONDITIONS

ALONG UNION PACIFIC -

Idaho: Potato loading in southwestern Idaho is steady but in much lighter volume than expected due in part to light yields and late maturity resulting from adverse weather during growing period and in larger part due to increased volume moving to processing plants. Processing of potatoes in Idaho is expected to increase further with opening of new plants at Burley, Idaho late in September or early October. Other perishable commodities moving from Idaho at this season are prunes, some peaches and onions. Prunes and peaches have passed peak and harvest will practically be completed by end of month. Shipping of onions will continue in good volume through October.

Northwestern District: September shipping from this district will consist mainly of deciduous fruit and frozen foods. Prune and pear crops in Yakima Valley will be smaller this year due to adverse Spring weather; however, peach crop suffered less damage and presently shipments are expected to equal those of last year. Pear harvest is progressing in Hood River Valley where crop is also reduced somewhat by adverse

weather. Shipping started during last week in August with a steady volume movement underway after Labor Day and movement should continue through the month in good volume.

Eastern District: There has been usual light potato movement from Kearney District and Colorado via rail with bulk of these crops moving by truck. Colorado peach crop was very short this year due to April freezes; peak was reached late in August with only a few shipments running into September. Principal year-around shipping of packing house products and miscellaneous commodities is moving in normal volume.

ALONG SOUTHERN PACIFIC -

Oregon: Rogue River Valley pear crop is now expected to equal that of last year. Prior expectations were that a very good crop of all varieties would be realized; however, it has been necessary to revise estimates downward as crops matured due to some poor quality fruit. Final estimate will show shipments for season of around 2,060 cars compared with 2,084 last year. Shipping to fresh markets is underway and will continue in good volume through month of September and into early October, after which movement will consist of storage fruit and will move in volume consistent with market requirements. In Klamath Basin although potato acreage shows a slight increase over last year, rail shipments are estimated to be about 20% below movement of 1959-60. Unusually early frosts on August 22nd occurred in Siskiyou County, California, and resulted in considerable damage to acreage in that section. Further frosts during week of September 11th stopped growth of tubers. Digging in volume got underway during week of the 18th, and there will be a steady movement of potatoes from this section throughout winter and early spring months. Other shipping from Oregon consists of usual frozen food movements and miscellaneous commodities from Willamette Valley and Portland areas.

Northern California: Principal crops now moving from Central California are grapes, cantaloupes, tomatoes and tree fruits. Cantaloupes are moving from west side of San Joaquin Valley, Stockton area and from Sacramento Valley points. Movement is passed its peak and will decline gradually in daily volume with movement extended into October. Principal grape movements at present time are Tokays from Lodi section which will continue in heavy volume through September and well into October. Juice grapes are moving from Modesto and Fresno Districts and will reach peak proportions last week in September and ease off gradually through October. Tomato movement from Stockton area got underway about middle of September and increased gradually thereafter. Full production, however, will not be realized until first week in October. Fresh movement of tree fruits from Central California points is tailing off rapidly with movement in normal volume at end of month. In Western territory of Northern California principal movement consists of lettuce and vegetables from Salinas Valley and pears from NWP. Latter movement passed its peak during week of September 11th and decreased steadily thereafter with movement expected to be cleaned up by middle of October. Salinas lettuce will move in steady volume throughout this month and early October consistent with market demands. Tomatoes, celery and other vegetables are entering peak production period and will be in heavy volume through this month and October.

Southwestern District: Principal loading in Southwest at this time is made up of citrus fruit and miscellaneous vegetables from Guadalupe and Oxnard areas and usual weekly banana movement through Port of Los Angeles. Fall lettuce deal from Willcox, Arizona, is underway with shipping from earlier fields having started on September 5th and only a light daily movement through week of September 11th. Shipping will increase gradually reaching full pro-

duction about 5th or 6th of October.

T&NO: Field work in vegetable growing area of Lower Rio Grande Valley has been delayed by Autumn rains causing a heavy growth of weeds and presenting growers with a major problem. Early planted acreage of cabbage, carrots, peppers and tomatoes are reported to be making good progress. Planting of cabbage, carrots and cauliflower in Eagle Pass and San Antonio areas is proceeding on schedule, citrus growers and shippers are estimating total citrus crop this coming season of 11 or 12 million boxes compared with a production of 8 million boxes last year. Early vegetable movement from Rio Grande Valley and Laredo is expected to start in a small way during second week of October.

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USE OF LOAD DIVIDERS

We are now past the half-way mark in construction of the 1,025 new mechanical cars at Los Angeles. All of these cars will contain load dividers for use in protection of lading. We have found that some of our shippers are not yet acquainted with the advantages and merits of this device and thus have not made use of it. Such an instance is graphically portrayed in the following two photographs of recent shipments of frozen strawberries in tins:



Shows load divider unused in end of car with expensive and, if divider had been used, unnecessary bracing at doorway.



Shows close-up of shift in load with damage to bracing and serious damage to lining of car; fortunately there was only slight damage to lading.

Load dividers have been provided in these new cars at a very considerable cost and we should endeavor to make sure all shippers are familiar with them and make use of them. Everybody will benefit!

The Management extends congratulations and best wishes to the following PFE employes who reached service anniversaries with our Company during the month of September:

40 YEARS SERVICE

I. B. Flinn	Car Department	San Francisco

35 YEARS SERVICE

Mrs. Rae M. Hoyle	Purchasing Department	San Francisco
Mrs. Dolores S. Heinrich	Accounting Department	San Francisco
Charles W. Swyers	Car Department	Los Angeles
B. B. Haines	Car Department	Pocatello

30 YEARS SERVICE

G. P. Torburn	Genl. Supt. Car Department	San Francisco
Miss Mabel I. Allan	AGM's Office	Chicago
Jesus J. Chavez	Store Department	Roseville
F. R. Feldsted	Car Department	Pocatello
Lyman J. Smith	Car Department	Roseville

25 YEARS SERVICE

Julius A. Dal Porto	Agency	Stockton
Edward A. Daniels	Store Department	Nampa
Wilbur R. Irons	Car Department	Los Angeles
Carl J. Robella	Car Department	Los Angeles
John L. Brace	Car Department	Roseville
William H. Staplin	Car Department	Roseville
Robert H. Lynch	Car Department	Tucson
Louis R. Pill	Car Department	Tucson

20 YEARS SERVICE

Lee R. Butts	Car Department	Los Angeles
Virgil A. Martin	Ice Plant	Council Bluffs

15 YEARS SERVICE

Mrs. Dorothy D. Siemens	Accounting Department	San Francisco
Mrs. Bernice K. Bishop	AGM's Office	Chicago
Miss Lillian M. Hall	AGM's Office	Chicago
Harold A. Montgomery	General Agency	Cincinnati
T. C. Griffin	General Agency	Kansas City
H. Knaus	District Agency	Denver
L. Simpson	District Agency	Denver
C. D. McJimsey	Agency	Yuma

15 YEARS SERVICE (Continued)

W. W. Walton	Ice Plant	Los Angeles
J. D. Zubia	Agency	Yuma
Howard J. Rix	Superintendent's Office	Sacramento
George W. Flynn	Superintendent's Office	Sacramento
P. F. Reeder	Agency	Hearne
Luke C. Mandala	Store Department	Los Angeles
Luis Segura	Store Department	Nampa
Phillip D. Vincent	Store Department	Nampa
Franklin E. Coble	Store Department	Nampa
Ruben C. Franco	Car Department	Los Angeles
Jay R. Waltman	Car Department	Nampa
John P. English	Car Department	Nampa
Delmar L. Martin	Car Department	Nampa
Ralph C. Warwick	Car Department	Nampa
H. Deck	Car Department	Pocatello
A. Middleton	Car Department	Pocatello
F. C. Simmons	Car Department	Pocatello
Ernest C. Massey	Car Department	Roseville
Manuel V. Gomez	Car Department	Tucson
Gathel A. Messer	Car Department	Tucson
Robert J. Tellez	Car Department	Tucson
Robert G. Aros	Car Department	Tucson
Armando F. Quiroz	Car Department	Tucson
Wilbert E. Korttila	Car Department	Tucson
Fernando D. Perez	Car Department	Tucson
Ramon R. Valdez	Car Department	Tucson
Thomas H. Dinwiddie	Car Department	Tucson
Richard S. Gonzales	Car Department	Tucson
Antonio O. Lopez	Car Department	Tucson
Ramon B. Ochoa Jr.	Car Department	Tucson
Inginio C. Martinez	Car Department	Tucson
Ray E. Thompson	Ice Plant	Nampa
Y. R. Limon	Ice Plant	Tucson
S. A. Mack	Ice Plant	Tucson
E. A. Green	Agency	Ogden

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Emmett T. Quinn, Plant Manager, Los Angeles Ice Plant since July 16, 1947, retired August 31, 1960, after 39 years of service. Emmett has held various clerical and supervisory positions throughout the Southwestern District, starting as a Yard Clerk at Colton in 1921. Through his many activities in the PFE and with national refrigeration organizations, he has many friends in the railroad and refrigeration fields.

Mr. Quinn makes his home at 312 San Antonio Road, Arcadia, California.

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David R. Davidson has been appointed Plant Manager, Los Angeles, effective September 1, 1960. Dave started with the PFE at Los Angeles in 1927 as an iceman. Prior to present appointment he was Head Repairman at Los Angeles Ice Plant.

The following PFE people have recently retired from our service and to each of them we extend our best wishes for a long and happy retirement:

Fred Burton	Shift Engr. & Repairman	Ogden
Morse H. Douglas	Shift Engineer	Roseville
Howard H. Failing	Agent	Denver
Mirch L. Fox	Agent-Clerk	Los Angeles
John E. Huskey	Carman	Roseville
Mike Kanoian	Iceman	Laramie
Martin A. McBride	Chore Boy Operator	Nampa
John Nastasi	Carman-Helper	Roseville
Oliver F. Oder	Iceman	Laramie
Perry B. Potts	Carman	Roseville
Wilford W. Roberts	Carman	Pocatello
John B. Zannon	Asst. Supt. Car Department	Roseville

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"The finest kind of friendship is between people who expect a great deal of each other--but never ask it."

-- Sylvia Bremer

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CHAS. AHERN
Vice President & General Manager